

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR/Germany (SovZone)	REPORT	
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(FOR KEY SEE REVERSE)

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Comments

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1. Savelovo should be read for Salvo throughout the report.
2. On page 2, under Kleinschmager, read the USSR for Russia.
3. On page 4, under Zeise, read Lukhovitsy for Lukovitze
4. In paragraph 3, page 4 read Opytno-Zavod for Opithi-Zavod, and Kimry for Khimry.
5. In paragraph 6, read (Stolovaya) for (Stalovaya).
6. On page 5, paragraph 7, read Deputy Minister for Aviation Industry for deputy aviation minister.
7. On page 5, paragraph 9, read Aviation Industry Ministry for Aviation Ministry.

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COUNTRY : USSR/Germany (SovZone)**DATE DISTR. 11 JAN 54.****SUBJECT :** 1. German Specialists in Podberezye,
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PRESENT STATUS OF GERMAN TECHNICAL PERSONNEL AT PODBEREZYE, SOLVA AND DESSAU

1. The following is a list of German personnel known to have been at Podberezye until recently: (Explanation of Symbols:
d - family still in Podberezye; F - only the family has returned.)

AIKELE, Karl	F	BOCK (died)	F
ALBRECHT	d?	BOHM, Helga	d
ANTONI	F	BORCHERT	F
BAADE, Brunolf	d	BONIN	d
BACKHAUS, Dr.	d	BORDIN	d
BALLERSTEDT	F	BRUSKE	F
BALLUF	d	BÜHME, Kurt	F
BAER, Horst	d	BUSSE	F
BECKER	d	DIENER, Max	d
BECKER (Siebel)	d	DU BOIS	F
BENZ	d	DUNKEN, Dr.	d
BERGMANN	F	EITNER	d
BESINGER	F	ESTHER	F
BITTNER	d	FOELLBACH	F
BLANK	F	FITZKE	F
BLÜMEL	d	FREITAG, Fritz	d

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FREUNDEL	d	MICHALEK	d
FROHLICH	F	MINDACH, Boris	F
FRECKMANN	F	MIX	d
GÖRISCH	F	MOSBACH	F
GOEDICKE	d	MOSES, Walter	F
GOLLNIK	F	MOTZFELD	d
GREMSER	d	NEUMANN (Siebel)	F
GRIEBSCH	d	PAISCH	d
GROLLE	F	PAPENDIEK	d
GROMES	F	POHLE	d
GÜNTER, Siegfried	d	RAFF	F
GÜNTHER (Junkers)	d	RENTTEL, Rudolf	F
HOFMANN, Ludwig	F	REUSS	d
HACKENBERG	F	RICHTER, Otto	d
HANDKE	d	RIEDEL	F
HARMS	d	RIEK	F
HARTZ	F	RINKE, Fridolin	F
HARTMANN	d	ROCKSTROH, Rudolf	F
HASELOFF	d	ROEHR, Paul	F
HEINSON	F	RÖSSING, Hans-Heinz	F
HEISELER, Nelly	d	ROTHER	F
HEISIG, Josef	F	RUFFERT	d
HEMPER	d	RUST	F
HEERLING, Paul	F	SCHIELE	d
v. HILPERT	d	SCHILL	d
HERZOG	F	SCHELLER	d
HOCH	d	SCHLESIGER, Ernst	F
HORN, Fritz	d	v. SCHLIPPE, Boris	d
HORN, Otto	F	SCHLOSER, Rudi	d
HRUSCHKA, Paul	F	SCHMIDT (Junkers)	d
KAHOFFER, Richard	F	SCHMIDT-STIEBITZ	F
KAMMLER, Franz	F	SCHMIDT, Paul	F
KAPPE	d	SCHMITZ, Dr.	d
KARSTEN	F	SCHÖNEMANN, Walter	d
KÜHNE, Richard	d	SCHREYER	d
KECK	F	SCHRECKER, Martin	F
KELLER	d	SCHRÖTER, Günter	d
KINDLER, Lothar	d	SCHUMANN, Dr. Georg	d
KLETSCH	F	STECHERT	F
KOBER	F	STEGBECK, Helmuth	F
KORNMÜLLER	d	STECK	F
KLAR	d	STEIB	d
KÖLLING	F	STEIDLE	d
KÖNIG, Siegfried	d	STEUERLEIN, Gustav	d
KÖNIG (only children are back)		STILLER, Fritz	d
KOSCIELNY	F	STOLBERG, Gerhard	F
KRAMER, Fritz	F	STEINHARDT	d
KÜNZEL	F	SCHUHMACHER	F
KUHNERT	F	SCHUBERT, Franz (only children are back)	
LAMMEL	d	STOTTMEISTER	F
LANGE, Karl	d	STRAUSS, Dr. Kuno	d
LAHMANN, Willi	F	STROBEL, Franz	F
LOSCH	F	THEOBALD, Jakob	d
LEU	d	THIEDEMANN, Dr.	d
MARKS, Bruno	d	TROMMER	F
MÜLLER, Hans	d	TREUTER, Karl	d

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ULRICH, Rudolf	F	WITTKIMPER	d
WALZEL	F	WINKLER, Fritz	d
WEBER	d	WAHLER, Richard	F
WESTERHELBIG	F	WOCKE, Hans	d
WENDT, Rudolf	F	WOLF, Erich	d
WEYGAND	F	WOLF, Kurt	d
WEDE, Dr.	d	WULF	F
WESSEL	d	WOGECK	F
WILMSEN	d	ZUHLKE	F

Podberezye Personnel

2. In addition more specific information is known about the following personnel:

BUTTER, Karl, engineer in the OKB II, founded with his brother the explosive riveting method at Heinkel.

[redacted]

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EICHNER, mechanic,

[redacted]

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KLEINSCHMAGER, mechanic,

[redacted]

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THIEDEMANN, Frau (Dr. THIEDEMANN in the OKB II).

[redacted]

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THIEL, Erika, interpreter,

[redacted]

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she was sent to the USSR as interpreter with the Junkers group. She was arrested there in September 1950.

[redacted]

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She was sentenced to 25 years forced labor for espionage.

WULFF, Frau, (husband is a statistician at OKB I)

[redacted]

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ZIESE, Wolfgang, the pilot of the DFS-346, bailed out with a parachute in September 1951 and was seriously injured.

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Heavy Railroad Parts Produced At The Solva Plant

3. Some of the German specialists belonging to the Opithi-Zavod No. 1 (experimental plant) were separated and now work in a plant at Solva, south of Khimry on the right bank of the Volga. Heavy railroad parts chiefly are produced in this plant. If I remember correctly, this plant produces very large railroad well wagons (sic).

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4. [redacted] there are a total of 120 families in Solva. From the names of the German specialists who are working there it appears that they have ordered the majority of the workshop personnel and industrial engineers to Solva from Plant No. 1 in Podberezye. The names of the men working in Solva (insofar as they are known) are:

BAER, Horst	Technician
BECKER	Mechanic and "Plexiformer"
BERGMANN	Designing Engineer
BLANK	Designing Engineer
BONIN	Designing Engineer
GOLLNIK	Engine Mechanic
HERZOG	Engineer and Test Director
HOFFMANN, Ludwig	Pilot
HORN, Otto	Engineer
KLAR, Fritz	Designing Engineer
KLETSCH	Designing Engineer
KOELLING	Aircraft Mechanic
KRAMER, Fritz	Dipl. Ing.
KUEHNERT	Locksmith
MICHALIK	Dipl. Ing.
PAASCH	Designer
ROEHR, Paul	Plant Engineer
RUFFERT	Plant Engineer
RUST, Karl	Locksmith
SCHLESIGER, Ernst	Head Foreman
SCHLOSSER	Designer
STEIDLE	Designer
WOGECK	Designer

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5. Of the 70 specialists remaining in Podberezye with their families, the majority are scientific specialists and especially qualified designers and statisticians. Until June 30, 1953 the latter were employed in the plant as a separate construction group without any contact with the Soviet workers. This was in contrast to the preceding years.
6. The whole work area has also been screened off from the German's view by a high wooden fence. Contact with Soviet workers can only be made secretly. The German group has been assigned a certain part of the plant which is not screened off. Since July 1, 1953, the group has not worked and is not allowed to enter the plant. However they have continued to receive their full salaries. This is paid twice a month in the factory dining room (Stalovaya) outside of the plant.
7. The school for German children in Podberezye has been closed for some time. Sixteen other German families were supposed to be transferred to Solva in June 1953 so that the children could go to the small German school there. Towards the end of June, however, the deputy aviation minister, Major General LUKIN, came and said that the work of the German specialists in Plant No. 1 would be finished on June 30th and it would not be necessary to transfer these 16 families.
8. According to General LUKIN the next transport of returnees would depart in February/March 1954. (The last transport left Podberezye on May 15, 1952 with only women and children.) Based on various signs and observations, the Germans in Podberezye feel that perhaps the first transport will be able to leave for Germany in December.
9. Prior to June 1953, carefully outlined projects for turbine airplanes and partial design contracts pertaining to these planes had come from the Aviation Ministry. After the orders were fulfilled, commissions would come from Moscow and give their opinions. In every case the commissions said the method of solution was obsolete and out of date. In spite of this, all material (project documents, performance computations, and construction and statistical papers) had to be sealed up and packed to be sent to Moscow every time. At this time, there was a considerable increase in the salaries of the lower salary group. For example, various times the salaries of various persons were increased from 1350 to 1750 rubles.
10. Apparently airplanes and airplane parts for other plants are supposed to be made in the plant. Soviets who formerly worked with the German specialists are said to become very anxious and reserved when the conversation turns to their work or matters at the plant. The Germans therefore conjecture that secret projects are in progress at the plant and that security regulations are becoming tighter.
11. The families of the specialists who are still in Podberezye have constantly received letters in the last few months with requests for clothing. Because the customs rates are extremely high in the USSR, even for worn clothing, the package

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is mailed at Intourist in Germany and duty is paid ahead of time and is somewhat cheaper. The women go to Berlin, Intourist Office, Friedrichstr. 153a, for this purpose. The customs rate is at least 110% of the purchasing price, even for worn and used clothing. According to announcements, this tax rate is to be increased still more. In view of this, it is very difficult to mail such a package.

12. The following customs had to be paid for a package which was mailed in June. This package contained other small things and cost altogether, including the trip from Dessau to Berlin and back, about 1,000 East Marks.

	<u>Value When New</u>	<u>Duty</u>
1 suit.	177.- E. Marks	194.- E. Marks
1 pullover	23.- E. Marks	25.30 E. Marks
2 sets of underwear	132.- E. Marks	138.60 E. Marks
1 shirt	45.- E. Marks	49.50 E. Marks

The families of the specialists still in the USSR receive food card C in East Germany.

13. Seven of the specialists, the so-called Muttrey group, who returned from Podberezye in September 1950 were arrested in the Spring of 1951. Frau MUTTREY and the other women have not had any news of their husbands as yet. Officially they have been denied any news about the reason for the arrest, the length of the possible sentence, or the location of their husbands. The families do not receive any kind of support.

Aircraft Parts Factory in Kalinin

14. The German group was split up in Kuybyshev too. Some of the specialists were taken with their families to an island in the Moscow Sea, half an hour trip by steamer from Kalinin. A factory for airplane parts, in which the Germans were employed, is supposed to be there. The living conditions seem to be very bad. The salaries are adjusted to those of the Soviet workers and the food is very scarce because of transportation difficulties. The families send letters to Germany and to the Germans in Podberezye with requests for food and clothing. Nothing is known as yet about a transport of returnees from this group. I was not able to find out anything myself about the present conditions in Kuybyshev.

Construction of Dessau Airfield Renewed

15. During the June uprisings, construction work on the airfield at Dessau was stopped temporarily. Several weeks ago the work was started again on a small scale. The firms now working on it include among others: Bau-Union, Bitterfeld; and the Firm Naue, Dessau, August-Bebelplatz. The last named company is also working on completing the shipyard in Wismar. The airfield, as well as the so-called skyscraper, is finished. Other buildings and installations are still under

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construction. An unusual number of people's police units are housed in the office buildings on both sides of the street in Alten (Junkers Ifa and Junkers Otto-Mader plant).

16. The following returnees from Plant No. 1 in the USSR are working at the field:

BORMANN, Alfred, Engineer, director of the plant construction.

KUHLMANN, Engineer, Thaelmann-Allee, Dessau.

WEDLER, Engineer, In der Flanke, Dessau-Stüd.

17. The plant at Pirna in Saxony has been dissolved. Some of the workers are employed at the airfield in Dessau. The greater number of them went to the railway car plant in Dessau. Refrigerator cars are still being built out of reparation costs for the Soviet Union.

the reparations are supposed to be finished by January 1, 1954.

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18. For some time now, the construction of houses has been noticeably increased. They are to be given exclusively to the activists and the employees of the Wismut AG. The construction sites are on Zerbster Strasse and Parallelstrasse between the main post office and Albrechtplatz, formerly Kaiserstrasse toward the theater.

Soviet Tanks Seen

19. On October 5th, west of Zerbst/Anhalt, saw railroad trains with tanks and military personnel and trains without locomotives. Many Soviet tanks were on railroad trains between Magdeburg and Wittenberge. At the beginning of October, a large number of tanks were loaded at the station in Dessau, in Dessau-Rosslau Soviet personal baggage, trunks, etc., were loaded.

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